

PART
8.

ART WORK
OF

York,
Harrisburg and Lancaster.

PUBLISHED IN NINE PARTS

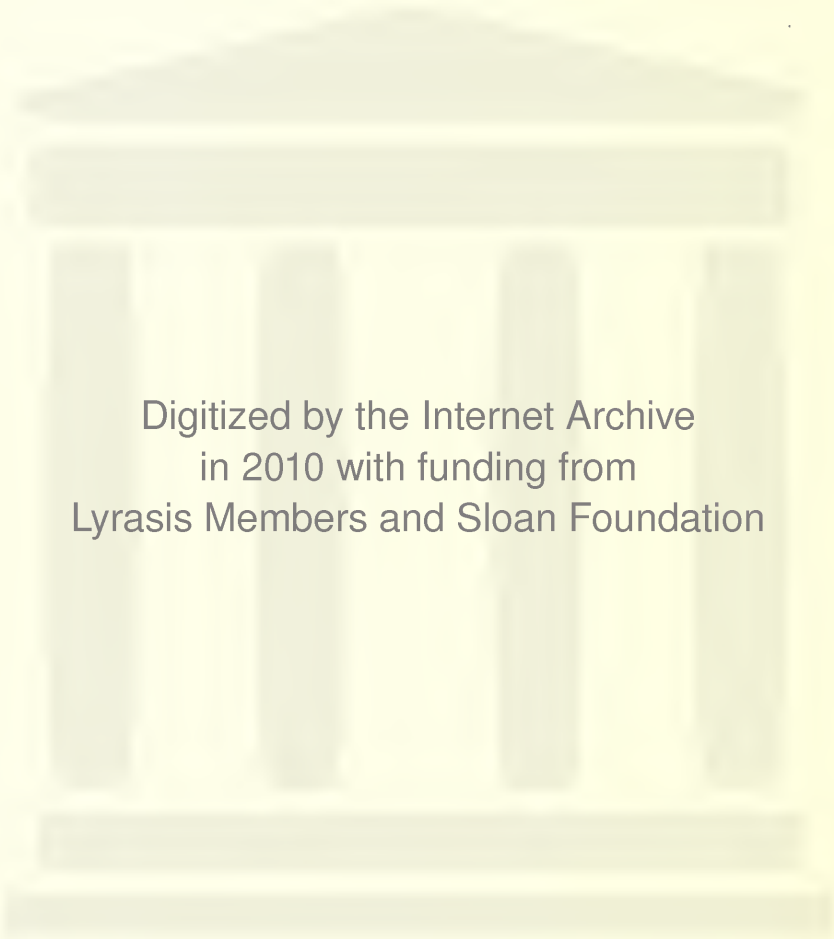
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GOVERNMENT BUILDING.—Harrisburg.



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FIRST PRESBYTERIAN CHURCH.—York.



SCENE ON NORTH THIRD STREET.—Harrisburg.



SCENE FROM KINKORA.—Near Harrisburg.



SCENE ON DUKE STREET.—Lancaster.



ST. JAMES EPISCOPAL CHURCH.—Lancaster.



BIRDSEYE FROM THE HARRISBURG CLUB.



INTERIOR ST. PAUL'S LUTHERAN CHURCH.—York.



SCENE FROM CENTER SQUARE.—York.

out over all her adjoining hills and become one of the leading cities of the State. In the last decade her population has been increased by about thirty thousand souls, making her percentage of increase much greater than either Lancaster or Harrisburg. While not so large as the former city, she is doing all in her power to outstrip it, and the friendly contest between York and Lancaster during the next ten years will be interesting to note. The inhabitants of York are renowned for their hospitality and wide-awakeness, and it is always a pleasure to be their guest.

Harrisburg.

In 1733 John Harris, an Indian trader, was granted three hundred acres of land on the eastern bank of the Susquebanna River, in the County of Lancaster. At the same time a grant to a man named Turner for five hundred acres adjoining Harris' land on the south, was transferred to him through a third party. Shortly afterward permission was given Harris to run a ferry across the river, at a certain rental per year, and so the site of Harrisburg of to-day came to be called Harris' Ferry. The ferry did not seem to attract any settlers about it for some time, for in 1755, when Lieut. Gov. Morris and others met in council with two Indian chiefs regarding a continuance of the existing friendly relations, we find that there was only one house with very poor accomodations, and consequently the commissioners and chiefs adjourned to Carlisle.

The father of the founder of Harrisburg has been tied to the mulberry tree so often, and so often saved, that we will forbear mentioning the episode, especially as it will now become a matter of important history, owing to the movement on foot to erect a John Harris Memorial. There is no doubt, however, that his position on the frontier was one of extreme danger, and his bravery in remaining to face the atrocity of Indian massacre is to be greatly commended. The region about the ferry endured many trials and vicissitudes during the French and Indian War. At one time the settlers located about the Paxton Church—about three miles west—were nearly massacred in a body while attending religious service there.

Every now and then some member of the family would disappear, to be found later murdered and scalped in the forest. Through these troublous times John Harris and his house offered a place of refuge to the sorely beset settlers. A stockade was built about it and the place put in a state of preparedness to withstand attacks. The settlers, however, were a hardy race, being mostly Scotch Irish, and were used to meeting difficulties squarely and even aggressively. The Paxton rangers were formed, and this band of adventurous men patrolled and scouted northward in such numbers and so carefully that no general massacres occurred, as in the settlements farther north. A famous and splendid character among the Rangers was their fighting parson, the Rev. John Elder.

On the 4th day of March, 1785, Dauphin County was created from Lancaster, showing that the district had recovered from the serious effects of the French and Indian War, and had increased materially in population. The village clustered about Harris' Ferry was chosen as the county seat; and for just a short time was called Louisburg, as a fitting name for the official town of Dauphin County. John Harris Jr., the son of the famous Indian trader, objected most strongly to this. After some discussion the place was called Harrisburg. Six years later it was incorporated into a borough.

In 1789 the little hamlet came quite near being made the capital of the United States, for the House of Representatives in Congress assembled passed the following: "Resolved, In the opinion of this committee the permanent seat of government of the United States ought to be at some convenient place on the east bank of the Susquehanna River, in the State of Pa.," etc. It was then moved to insert after the words "Susquehanna River" the words "between Harrisburg and Middletown inclusive." This amendment was lost by a close vote. Later on, acting on the resolution which had passed, the House voted an appropriation of \$110,000 to be spent in acquiring a site, and for buildings. The resolutions were not concurred in by the Senate, and a resolution went from the Senate to the House fixing the site for the National Capital at Germantown, Pa., which was refused. This failure on the part of the northern members to unite gave the southern members a chance, and they insisted on a site somewhere on the Potomac River. Sectional feeling began to run so high that finally, to end the dispute, the northern members gave in, and the Potomac's bank was chosen. Incidentally we might remark right here that in the war of 1812 the British sailed up that river and burned the Capitol of the United States. A war vessel could not sail up the Susquehanna in a thousand years.

Having shown how near the Capital of Pennsylvania came to being the Capital of the United States, we will return to the time when the town was laid out in 1875. At that time Mulberry Street seems to have been a low ridge marking the northern boundary. The principal business places were on Front Street down to Vine, and on Second Street below Mulberry. The new

